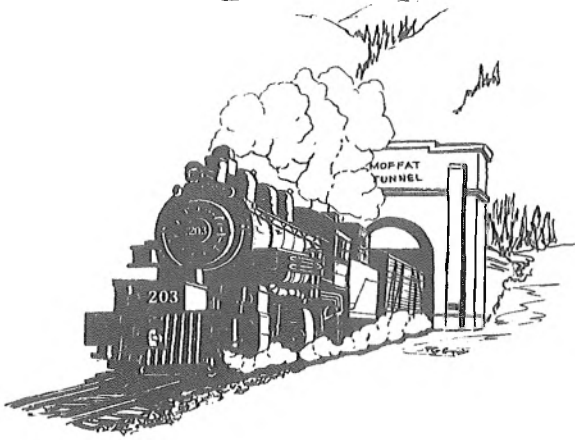


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

September 1975

No. 192

CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
MONTHLY FOR ITS MEMBERS BY THE ROCKY
MOUNTAIN RAILROAD CLUB

Editor - - - - Darrell T. Arndt

MEETING NOTICE: Date Tuesday, September 9, 1975
Time 7:45 P.M.
Place Southeast wing of Christ Episcopal Church, 2900 S.
University at Bates; offstreet parking at rear (east)
of meeting hall.

PROGRAM NOTES: For September, the program will be:

"The SUPER CONTINENTAL - Three Days Across Canada!"

For the month of September, Rocky Mountain Railroad Club members and friends are going to get it from "both barrels" as the Club's Editor will not only attempt to put together the September newsletter, but will also subject the more hardy souls to a showing of some of his railroad oriented slides at the September meeting.

He has selected for showing, a trip that was taken by himself, the Club's recent president, Charles Max and his wife Dorothy, across the breadth of Canada by rail in 1972. Included in the program will be a bird's eyeview of the West from a jetliner on the way to Vancouver, B.C. from Denver, views of the trolley bus system in downtown Vancouver, and shots of the CP's "Canadian" and the CN's "Super Continental" in the Vancouver stations. Then, we will see a passenger's perspective of CN's transcontinental run as the 3,000 mile rail portion of the trip begins. During the ensuing 3½ days, the Super Continental traverses the Canadian Rockies beginning the first evening out, crosses the vast wheat fields of Alberta and Saskatchewan, and runs through Manitoba and into the lakes and forests of Ontario. A comparatively shorter ride follows on Amtrak's then new "Montrealer" down to the New England area.

Before the meeting begins, complementary No-Doz and/or ear plugs will be passed out to those who think they'll find them necessary.

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A BROCHURE ANNOUNCING the Club's anniversary banquet and meeting to be held on October 11, 1975 is included with this newsletter. A cash bar and choice of dinners will tantalize the taste buds and an outstanding program by Mel Patrick on Chicago's old Union Station and riding the Rio Grande Zephyr will make this evening one to remember. Make your reservations now!

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A FUN-FILLED SATURDAY COMING UP!! - Would you like to ride one of North America's most unique railways, enjoy a delicious meal in an old railroad station, and see the American Freedom Train - ALL in one day??? If so, then READ ON!

A Fall outing on the Pikes Peak Cog Railway has been arranged by the Club for Saturday, October 4, 1975. Our special train will depart the Manitou Springs station at 1:00 P.M. for the 8.7 mile long, 7,500 foot in elevation climb to the top of the famous peak. Several photo stops are planned for photographers, flower fondlers and marmot maniacs. Prior to departure at about 12:15 P.M., a tour of the Cog Railway's shops will also be made to view maintenance equipment and rolling stock. Our train will arrive back at the base station around 4:45 P.M. A reduced fare of \$8.50 will be charged adults, children (ages 5 to 11) \$4.25 each.

Arrangements have also been made for a private room at Giuseppe's Old Depot Restaurant in Colorado Springs to accommodate those in the group who would like to dine there after the trip. These reserved tables are limited, and seats will be given out in the order in which ticket payments are received. The Old Depot Restaurant is located just west of the downtown area near Antlers Park in the ex-Rio Grande/Rock Island passenger depot. Fine Italian and American food is served in a "railroad atmosphere" accented with various railroadians and old Colorado railroad photographs. A short after dinner stroll will allow you to view the American Freedom Train, which will be parked nearby and will be open to the public.

So don't delay, send for your tickets now and be sure to indicate your intentions if you wish to eat in the restaurant. Use the order blank in this newsletter or forward the necessary information on a separate piece of paper.

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THE AMERICAN FREEDOM TRAIN'S VISIT TO COLORADO SPRINGS will be its only stop in Colorado and will be for four days in early October. The train will be parked in the D&RGW freight yards west of the downtown area near W. Pikes Peak Avenue and will be open to the public from 8:00 A.M. to 10:00 P.M. on Thursday and Sunday, October 2nd and 5th, and from 8:00 A.M. to 12:00 Midnight on Friday and Saturday, October 3rd and 4th. Admission is \$2.00 per adult and \$1.00 for ages 3 to 12 and over 65. The train is to be routed to Colorado Springs via BN through Denver from its previous stop in Omaha, Nebraska. After Colorado Springs, it will head to Casper, Wyoming.

WHY NO VISIT TO DENVER?!

As was mentioned in the August Rail Report, the AFT will not be stopping in Denver during its tour of the United States. There are a number of reasons for this and it may be of interest to review a few of the more critical facts and events that were responsible for the City of Denver's decision not to host the AFT.

The decision itself was reached by a 6 to 4 vote of the Mayor's Committee of 19 for '76 on July 25, 1975. The Committee had already arranged for use of the Denver Union Station as a display site, arranged for housing train personnel and for transportation to and from the depot. The City had agreed to furnish traffic control and RTD was to run shuttle bus service to the station. Good progress had been made with the arrangements although there was a decided lack of communication with the American Freedom Train Foundation.

Mayor McNichols informed his committee that the budget of the City and County of Denver just would not be able to cover any costs that might be incurred during the train's visit. In other words, all expenses would have to come out of the 10% the city was to receive on all ticket sales. On the day before a decision to host the train had to be made, the committee was informed of the following: The Denver Union Terminal Railway Company told the Committee that it would have to pay \$15 per day per car for the five days the train was to have been on display. If all 22 cars were stationed at the Union Depot, a bill of \$1,650 would have been incurred. Amtrak informed the committee that they absolutely would not give up Track #1 (the ideal site for display and access) and that they did not want the train on either Track #2 or 3 as it would interfere with switching moves. They stated that

it would be much better if the train was not displayed at the depot at all because of the crowds.

In addition to the above expense, the city would have had to pay for a policeman or other armed guard, one to a car, two shifts per day which the Committee estimated would run between \$8,000 and \$9,000. Housing for 4 or 5 VIP's in one of Denver's best hotels also would have been on the bill. A decision on who would have been responsible for light and water costs at the depot was never made. Since it was estimated that the City might be responsible for payment of \$15,000 to \$20,000 to host the Freedom Train, and because attendance in some cities had been very sparse, and also because so many who had visited the train found many of its exhibits to be items of small historical consequence, it was decided by the Mayor's Committee not to host the train.

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A MAJOR STEP in the completion of the Henderson Project by Climax Molybdenum Co. took place on July 15, with the holing through of the 9.6 mile long Henderson Railroad Tunnel under the Continental Divide west of Berthoud Pass. The tunnel is said to be the third longest railroad tunnel in the world and will be used to transport molybdenum from a mine below Jones Pass to an ore processing mill in the Williams Fork Valley south of Parshall, Colorado. Total length of the double track, computer controlled, narrow gauge electric railroad is about 15 miles long. The tunnel begins at the mine which itself is located over 2,000 feet below the surface just west of the foot of Berthoud Pass. From there, the 30 car ore trains, each pulled by four 50-ton electric locomotives, will haul 42,000 tons of material to the mill each day. Molybdenum is used as a strengthening agent in the production of steel and makes possible the manufacturing of stainless steel.

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THE FINAL TRAIN IMPACT TEST at Pueblo last May 30, was at 30 m.p.h., not 18 as was mentioned last month. Another impact test of a different sort was staged involuntarily with the San Francisco Zephyr in the state of Iowa recently. Several youths had stalled their vehicle on the BN tracks shortly before 1:00 A.M. on August 10, just before the SFZ was to pass by. The westbound train managed to slow down to about 60 m.p.h. before hitting the car broadside. No damage to the train or injuries were reported, although the auto received heavy fender and body damage. It took about an hour and a half for the local fire department and tow trucks to peel the car off the engine.

Another auto raced in front of the SFZ near Denver on August 13, and the result was the death of the driver.

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IN CUMBRES & TOLTEC SCENIC NEWS - The railroad's unofficial passenger count as of July 26, was 7,577 for 21 trainsTrain robbery scenes for the motion picture "Missouri Breaks" were filmed between Mileposts 328 and 323 (Los Pinos) on July 23, 24, and 25. Marlon Brando and Jack Nicholson star in the film, but all the filming on the C&TS was done with doubles, stuntmen and stand-ins. Consist included engine 483, a flatcar, RPO converted to look like a coach, steel coach and the RPO as an express car. Most of the filming will be done in Montana. (What happened to Missouri?) Renovations to Osier's depot, water and sewer system are complete The ICC has granted an extension of the stock sale by Scenic Railways, Inc., through November 15, 1975.

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THE UNION PACIFIC has initiated proceedings to close its Ovid, Colorado office due to insufficient business there to warrant an agent. The railroad would provide service to the area through its office at Julesberg.

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ELDIN LARSEN, President
JAMES TROWBRIDGE, Vice-President

BILL GORDON, Secretary
CARL E. C. CARLSON, Treasurer

ORDER BLANK

YES, you're gosh darn tootin' I (we) want to join the Rocky Mountain Railroad Club for a special trip up the Pikes Peak Cog Railway and tour the shops on October 4, 1975.

Enclosed is a check or money order in the amount of \$ _____ for _____ adult tickets and _____ kiddies (ages 5-11) tickets. My name and address is:

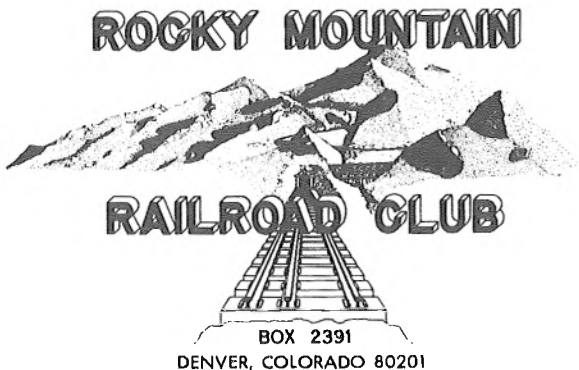
NAME _____

ADDRESS _____

_____ ZIP _____

While you're at it, please make reservations for _____ hungry people at Giuseppe's Old Depot Restaurant for 6:00 P.M. that day. Since I have indicated a desire for reservations, we'll be there or my name'll be MUD! I understand that selection and payment of dinner will be on an individual basis.

It's easy to see that I'll send my order to: PIKES PEAK COG RAILWAY TICKET ORDER, ROCKY MOUNTAIN RAILROAD CLUB, P. O. BOX 2391, DENVER, COLORADO 80201.



FIRST CLASS MAIL U. S. Postage PAID Denver, Colorado Permit No. 1873
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Order Form
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Pasadena, Calif.
91105

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